

# Kawasaki Z250 Superservice



## Move smooth with our D.I.Y. guide to home maintenance

**EARLIER** this year the Z250 was launched. It was Kawasaki's first attempt at a four-stroke, 250cc i/twin and was the result of a million pounds worth of development. It seems it was worth it. The Z250 is becoming a top seller.

Its basic engine design and layout is very simple and this helps to make it a very easy motorcycle to service and maintain.

In order to get all the facts and figures and take the photographs to illustrate them, we went along to P & W Motorcycles, The Kawasaki Centre, Holdenhurst Road, Bourne, where their mechanic, Francis Percy, demonstrated how to carry out all necessary servicing.

The average rate for labour charges these days is about £5 per hour. A simple 3,000 mile service done at home will save you £10. Over a 12,000 mile period you can save up to £47.50, or even more if the labour charge is higher in your area.

Follow the service we now outline, but don't forget that each section must include all the previous points.

### EVERY DAY

THE basis of every service also forms the safety checks that should be carried out every day. Apart from making sure that you have enough petrol for your next journey, you should ensure that all lights, including the indicators and stoplamp and the horn are working.

The tyres are your contact with the road surface, so be sure to check them properly. Remove any stones from between the tread pattern, and ensure that they are both at the correct pressures, depending on whether you are to be riding solo or carrying a pillion passenger.



1. Use an accurate tyre pressure gauge to ensure that both tyres are set correctly for either solo or pillion riding.



2. With the bike on its centre stand on level ground make sure that the oil level falls between the two marks in the sight glass.



## EVERY WEEK

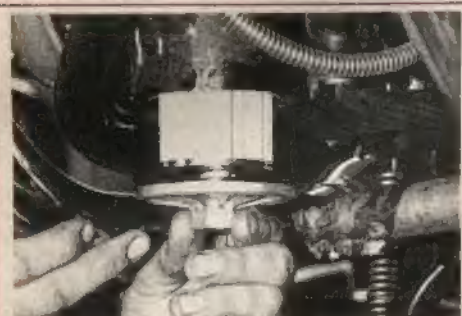
KEEP an eye on the rear drive chain, it won't need adjusting as often as on some of the superbikes. If it is neglected, it can cause clunky and difficult gear changes and will soon wear the sprockets.

Ideally, the chain which has a split link, should be removed occasionally for cleaning and boiling in a grease bath. In between times, it should be treated to a coating from an aerosol spray can.

The Z250 is another bike where the battery could be neglected due to its location. Unfortunately, it has to be disconnected and removed in order to check the electrolyte level.



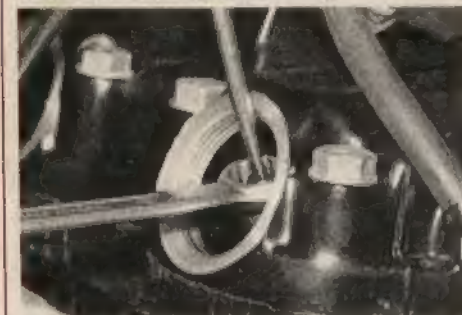
5. After disconnecting the battery, lift it clear and check that the level falls between the two marks. Top up with distilled water.



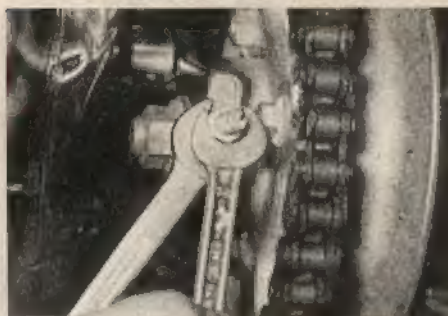
7. Undo the oil filter housing and remove the old filter. Replace with a new cartridge type filter and check that the 'O' ring is okay.



10. Remove both spark plugs and clean and gap them. They should be set to 0.7-0.8mm. Renew them every 6,000 miles.



13. If adjustment is required, slacken the locknut and adjust the centre screw to give the correct clearances. Re-tighten the locknuts.



3. Release the locknuts and wheel spindle and adjust the chain to give approx.  $\frac{3}{4}$  in. up and down travel in the middle of the lower run.

## EVERY 3000 miles

A strobe light will be needed in order to check the ignition timing. Start by connecting it to the left spark plug in order to check the timing of the lefthand cylinder. Start the engine and warm it up. Now direct the strobe at the timing marks shown in pic. 16.

At idle the 'F' mark near the number 1 on the rotor must align with the mark on the cases. At 3,200rpm or higher, the advanced marks must be aligned.

Move the strobe light to the other plug and check the righthand cylinder, using the other 'F' mark.



8. Refill with 10W/40 or 20W/50 motor oil until it shows in the sight glass. Run the engine, check the level, and top up if necessary.



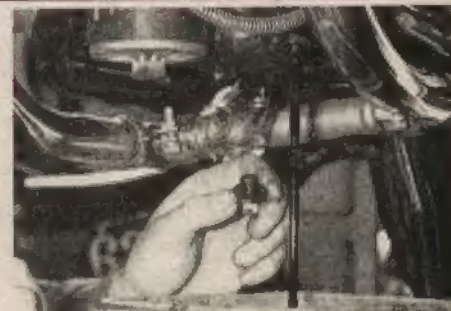
11. Use a socket or ring spanner on the crankshaft nut in order to turn the engine over for checking tappets, points and cam chain.



14. Cam chain. Turn engine anti-clockwise until centre rod is innermost, loosen locknut and turn in outer guide until ends are flush.



4. If you are resorting to the spray can, give the chain a spray on the inside and outside of the rollers and allow it to stand and soak in.



6. With a warm engine, remove the sump drain bolt and allow the oil to drain into a suitable container. Replace the bolt.



9. Lubricate the swinging arm bushes by using a grease gun on the nipple located in the centre of the frame.

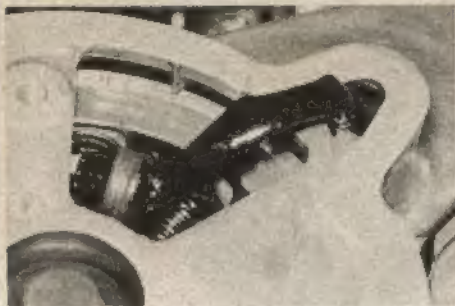


12. With a cold engine, use a feeler gauge to check all four tappet clearances. The feeler will have to be bent to get it in.



15. Remove points cover and check both CB points gaps. File electrodes flat and set to 0.3-0.4mm when open on centre of the cam.





**16.** With the engine running and warm, check the ignition timing with a strobe light as per previous details.



**17.** Remove the air filter and clean it using a high flash point solvent. Renew after five cleanings. Do not soak in oil.



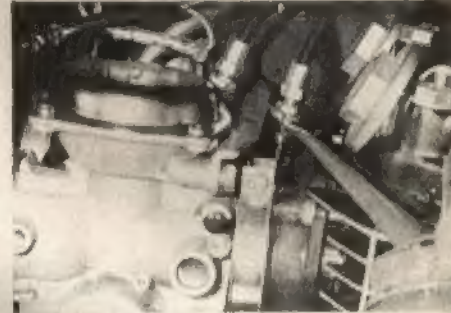
**18.** Remove the sediment bowl from the fuel tap and clean it out. The small gauze filter inside the tap should also be cleaned.



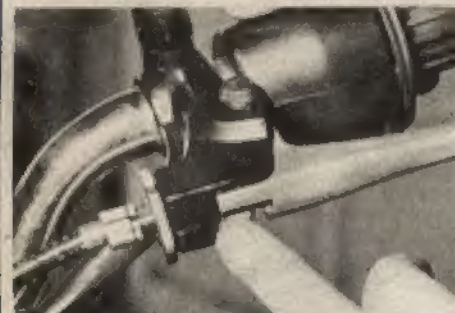
**19.** Undo the float bowl drain screws in order to flush out any sediment collected in them. Catch the petrol in a small container.



**20.** With a slow smooth tickover speed adjust both idle screws, one at a time, to give highest idle speed. Adjust idle screw to give 1,150rpm.



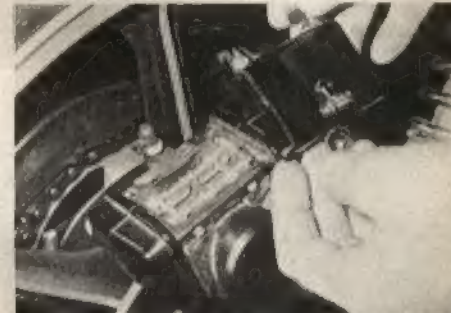
**21.** Lubricate all control cables and linkages, ensuring that the choke operates smoothly and closes fully.



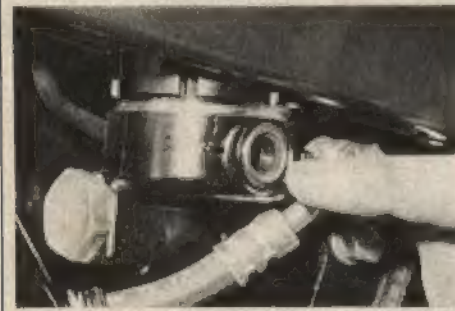
**22.** Adjust the clutch cable to give between 2 and 3mm of free play at the handlebar lever. Re-tighten the locking screw.



**23.** If further clutch adjustment is required loosen cable then undo pushrod locknut. Screw pushrod out fully then in  $\frac{1}{2}$  turn.



**24.** Remove the rear caliper cover and check the thickness of the pads. On the front brake you must look along the edge of the disc.



**25.** Check the level of both hydraulic brake fluid reservoirs. They both have a small sight-glass for this purpose.

## EVERY 6000 miles

THE 6,000 mile service interval is basically the same as the 3,000, except that it includes changing the front fork oil, checking the wheel bearings and adjusting the steering head bearings.

When the front fork oil is drained, it is a good idea to cover the front disc to avoid ending up with an oily brake. After the drain bolts have been removed, it will be necessary to 'pump' the forks in order to flush all the oil out.

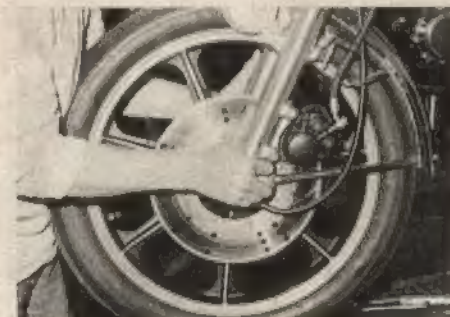
Each fork leg should be refilled with 146-154cc of SAE 5W/20 oil.



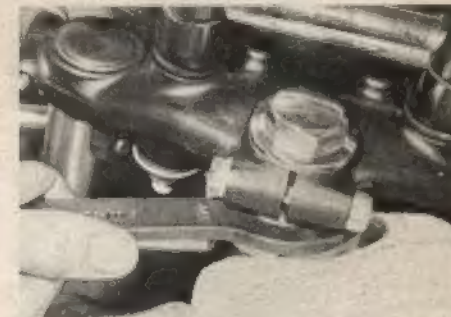
**26.** Remove the small drain bolt in order to change the front fork oil. Cover the front disc to avoid it being covered in oil.



**27.** Check the wheel bearings for play by pushing and pulling on the rim. They cannot be adjusted, only renewed.



**28.** Check the steering head bearings for play by pushing and pulling on the bottom of the front forks.



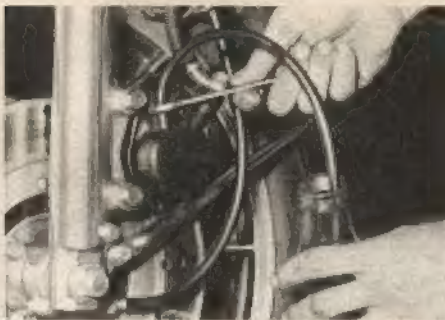
**29.** If any play is felt it can be taken up by releasing the locknut and using a 'C' spanner on the head race.



## EVERY 12000 miles

THE big one, where carburettors should be removed and thoroughly cleaned out. Care should generally be taken to ensure that all the nuts and bolts are secure. It is also a good idea to check the paintwork for scratches and rust spots and touch them up to avoid rust spreading.

The 12,000 mile service is when the hydraulic brake fluid in both systems should be drained and replaced. It is drained by opening the bleed nipples and operating the levers. Use a rubber tube on the nipples to avoid damaged paintwork by the fluid. Don't forget to bleed the systems.



30. Undo the bleed nipples and apply the brakes in order to drain the hydraulic fluid. Be sure to bleed both systems.



31. Remove the brake pads and inspect for wear. They should be changed if the material has worn down to the red line on the pad.

## SERVICE DATA

### Service Costs

Garage labour costs @ £5 per hour:

3,000 mile service = £10.00 (labour only)

6,000 mile service = £12.50 (labour only)

12,000 mile service = £15.00 (labour only)

### DIY Costs

Engine oil at 82p per pint = £2.55. Oil filter = £1.85. Air filter = £7.96.  
Brake pads — front = £20.72, rear = £19.58. Two spark plugs @ £1.05 each = £2.10. Two contact breaker sets @ £4.97 per set = £9.94. Front fork oil = 64p.

### Technical Information

Valve timing — Inlet opens 21 degrees BTDC, closes 59 degrees ABDC, duration 260 degrees. Exhaust opens 61 degrees BBDC, closes 19 degrees ATDC, duration 260 degrees.

Tappet clearances — Inlet 0.17-0.22mm (0.007-0.009in.), Exhaust 0.21-0.26mm (0.008-0.010in.)

Engine oil — SE class SAE 10W/40, 10W/50, 20W/40 or 20W/50.

Engine oil capacity — with filter 1.8 litres (3.2 pints), without filter 1.5 litres (2.64 pints)

Ignition timing — from 10 degrees BTDC @ 1,500rpm to 40 degrees BTDC @ 3,000rpm

Spark plugs — 2 x NGK DR8ES or ND X24ESR-U

Spark plug gap — 0.7-0.8mm (0.028-0.031in.)

Battery — Yusa YB10L-A2 (12V-10AH)

CB points gap — 0.3-0.4mm (0.012-0.015in)

Front fork oil — SAE 5W/20 (146-154cc per leg)

Tyre sizes — front 3.00S-18 4PR, rear — 3.50S-18 4PR.

Tyre pressures — front — solo 1.75 kg/cm<sup>2</sup> (25psi) pillion 1.75 kg/cm<sup>2</sup> (25psi), rear — solo 2.00 kg/cm<sup>2</sup> (28psi) Pillion 2.50 kg/cm<sup>2</sup> (36psi)

### Periodic Maintenance Chart

OPERATION	FREQUENCY	Whichever comes first ↓ Every	MILEMETER READING, miles						
			500	3,000	6,000	9,000	12,000	15,000	18,000
Battery electrolyte level — check		month	•	•	•	•	•	•	•
Brake adjustment — check			•	•	•	•	•	•	•
Brake wear — check				•	•	•	•	•	•
Brake fluid level — check		month	•	•	•	•	•	•	•
Brake fluid — change		year			•		•		•
Clutch — adjust			•	•	•	•	•	•	•
Carburetors — adjust				•	•	•	•	•	•
Throttle cables — adjust			•	•	•	•	•	•	•
Steering play — check			•	•	•	•	•	•	•
Rim runout — check			•	•	•	•	•	•	•
Drive chain wear — check				•	•	•	•	•	•
Front fork — inspect/clean			•	•	•	•	•	•	•
Rear shock absorbers — inspect			•	•	•	•	•	•	•
Nuts, Bolts, Fasteners — check and torque			•		•		•		•
Spark plugs — clean and gap			•	•	•	•	•	•	•
Camshaft chain — adjust			•	•	•	•	•	•	•
Points, timing — check			•	•	•	•	•	•	•
Valve clearance — check			•	•	•	•	•	•	•
Air cleaner element — clean				•		•		•	
Air cleaner element — renew		5 cleanings			•		•		•
Fuel system — clean			•	•	•	•	•	•	•
Tyre tread wear — check				•	•	•	•	•	•
Engine oil — change		year	•	•	•	•	•	•	•
Oil filter — change			•		•		•		•
General lubrication — perform				•	•	•	•	•	•
Front fork oil — change					•		•		•
Timing advancer — lubricate					•		•		•
Swing arm — lubricate					•		•		•
Wheel bearings — grease		2 years					•		
Speedometer gear housing — grease		2 years					•		
Steering stem bearings — grease		2 years					•		
Drive chain — lubricate		Every 200 miles							
Drive chain — adjust		Every 500 miles							